

THE DAILY BEE

OMAHA PUBLISHING CO., PROPRIETORS. 210 Farnham, bet. 9th and 10th Streets.

TERMS OF SUBSCRIPTION: One year, in advance (postpaid) \$10.00

RAILWAY TIME TABLE. THE GREAT CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILROAD.

Leave Omaha—No. 2 through passenger, 11 a. m. No. 4, Oakland passenger, 8:00 a. m. Arrive Omaha—No. 1, through passenger, 3 p. m.

ARRIVING FROM EAST AND SOUTH. C. & N. W. 8:00 a. m.—8:45 p. m. C. & N. W. 9:45 a. m.—9:00 p. m.

Opening and Closing of Mails. ROUTE. CHICAGO & N. W. 11:00 9:30 4:30 2:40

OMAHA Business Directory.

Art Emporium. U. ROSES Art Emporium, 1216 Dodge Street. Steel Engravings, Oil Paintings, Chromos, Fancy Frames, Framing a Specialty.

Architects. DUPRENE & MENDELSSOHN, ARCHITECTS, Room 14 Creighton Block.

Books, News and Stationery. J. I. FRUHAUF 1015 Farnham Street.

Butter and Eggs. MESHAKE & SCHROEDER, the oldest B. and E. house in Nebraska established 1875 Omaha.

Central Restaurant. MRS. A. RYAN, southwest corner 16th and Harney.

Cigars and Tobacco. WEST & FRITSCHER, manufacturers of Cigars, and Wholesale Dealers in Tobaccos, 1305 Douglas.

Clothing and Furnishing Goods. GEO. H. PETERSON, Also Hats, Caps, Boots, Shoes, Notions and Cutlery, 804 S. 16th Street.

Crockery. J. BONNER 1309 Douglas Street. Good Line.

Dry Goods Notions, Etc. JOHN H. F. LEHMANN & CO., New York Dry Goods Store, 1319 and 1312 Farnham Street.

Furniture. A. F. GROSS, New and Second Hand Furniture and Stoves, 1114 Douglas.

Fence Works. OMAHA FENCE CO., 1212 Harney St., Improved Exc. Fences, Iron and Wood Fences, Office Railings, Counters of Pine and Walnut.

Flour and Feed. JOHN WEARNE & SONS, cor. 14th & Jackson St.

Harness, Saddles, &c.

B. WEIST 20 1/2 St. bet. Farm & Harney. Hat and Bonnet Makers. Ladies get your straw, chip and felt hats done up at northwest corner So. 15th and Douglas Ave.

Hotels. CANFIELD HOUSE, Cor. Canal and Farnham. DORAN HOUSE, P. H. Carr, 913 Farnham St.

Intelligence Office. MRS. LIZZIE DENT 217 1/2 St. Jewellers. JOHN BAUMER 1213 Farnham Street.

Millinery. MRS. C. A. RINGER, Wholesale and Retail, Fancy Goods in great variety, Zephyr, Card Boaris, Hosiery, Gloves, Corsets, etc.

Physicians and Surgeons. W. S. GIBBS, M. D., Room No. 4, Creighton Block, 15th Street.

Photographers. GEO. HEYEN, PROP., Grand Central Gallery, 212 Sixteenth Street.

Plumbing, Gas and Steam Fitting. W. W. TARRY & CO., 216 1/2 St. bet. Farnham and Douglas.

Painting and Paper Hanging. HENRY A. WASSERS, 1412 Dodge Street.

Planing Mill. A. MOYER, manufacturer of sash, doors, blinds, molder, miter, slaters, hand making, roofing, sawing, etc., cor. Dodge and 9th streets.

Refrigerators, Canfield's Patent. C. F. GOODMAN 11th St. bet. Farm & Harney.

Show Case Manufacturer. O. J. WILDE, Manufacturer and Dealer in all kinds of Show Cases, Upright Cases, etc., 1317 Case St.

Stoves and Ironware. A. RUMENSTER, Dealer in Stoves and Tinware, and Manufacturer of Tin Roofs and all kinds of Building Work.

Stoves and Ironware. J. BONNER, 1309 Douglas St. Good and Cheap.

Stoves and Ironware. HENRY FAUFMANN, Dealer in the new best range, on Douglas Street, has just opened a most elegant Hot Lunch.

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A DIVING DEVIL.

Construction of a Torpedo Boat at Paterson, N. J., Under Mysterious Circumstances.

A Supposition that the Submarine Contrivance is Intended to Operate Against British Boats.

A little over two years ago a man called at the office of the De La Mator iron works, and told the two partners that he had invented a submarine torpedo boat and wished them to build it.

He said it must be about thirty feet in length by six feet in diameter, and shaped like a cigar. The material must be riveted iron. He went on at some length to explain his ideas, and when he had finished he inquired how much such a vessel would cost.

One of the gentlemen said that \$20,000 would pay for it. The visitor said he thought that was reasonable enough, and spoke of entering into a contract with the builders. They

and he promptly announced that he would never divulge their names. He was asked who the vessel was intended for, and he said that, too, must remain a secret. He refused to say anything more, and the negotiations came to a stand-still for a time.

In a few days he returned and proposed that an estimate be made at the exact cost of the work, and that this amount he would take to do it. He said that he would pay what was due at the end of every week. He added that he would pay them in greenbacks, and as checks would lead to the discovery of the secret, he would not give any of them.

He then gave them a check for \$10,000, and they were backing him. He had given his name as John P. Holland, of 139 Colden street, Newark. He said that he had formerly been a teacher in a Roman Catholic school in Paterson. The agreement was drawn up, and the next week he appeared, accompanied by

A CLEVELAND YOUNG ENGINEER whose name has not been ascertained. They had full and accurate working plans up, and the work began at once. The young engineer appeared only occasionally, but Holland made extraordinary efforts to gain the good will of the men.

He never lost his temper with the workmen, though he had some trouble with one or two, who openly avowed their distrust of the vessel was for the Fenians. He was quite regular for a time with the money, and carried the project through a period of two years with noticeable tact. The clever young engineer appeared at intervals and made exhaustive examinations of the work.

Mr. G. H. Robinson, the partner of Mr. De La Mator, said this afternoon: "It was a very queer transaction, and created a great deal of talk among our men. For a long time he hesitated about entering into a contract, because it looked suspicious. Holland was so persistent, though, and so odd, that we consented to undertake the work."

Have you any idea who the boat is intended for? "I have a very precise and well-defined idea. It is

FOR THE FENIANS, THE FENIAN PART OF ALL was the way the British consul hung around. But he didn't find out a blessed thing. I had him on to all sorts of notions; but I don't think he got any satisfaction, for when the boat was finished she could go under water, see?"

"It was successful!" inquired the reporter. "Can't say. I took her from De La Mator and towed her across the river. I left her for awhile, and then took her down to Mill creek basin. There I had her raised and run over, to see that she was all right. She looked well."

"What did you do then?" "Well, she next appeared at Fort Hamilton."

"How did she get there?" "Oh, I haven't any idea."

"Do you belong to any Fenian society?" "No, Mr. Holland?"

Mr. Holland declined to tell where the boat is at present, and on one seems to know. No doubts are entertained that it was paid for by the Fenians, and is now their property.

DECLINES TO TALK. A special to The Sun from Philadelphia says: Dr. Carroll wrote, in response to questions concerning the torpedo boat:

I respectfully decline answering any of these questions. WILLIAM CARROLL.

Why His Hair Turned White. Cor. Philadelphia Times. BRADFORD, Pa., July 23.—"How did my hair turn white? Well, sir, if you will sit down on that bull-wheel shaft while I turn off the gas at the boiler and slack the sand line in the derrick, I will tell you. I don't tell the story very often, but if Boylston sent you here to see me I guess its all right. I was originally a Bostonian, having been raised at the Hub. When I left I had just been ground out of an educational mill, and had the brand 'aesthetic' blown in each bottle. I thought of the oil country as a place where barbarians lived and where a good smart man could make a fortune in three weeks. It is needless to say I was greatly fooled. I came to the oil country fresh as a daisy, and before living in it two weeks I came to the conclusion, none the less sure because it was forced, that I was more fit to drive a team or saw wood than I was to be an oil king. I knew how to handle horses, for my father kept a first class carriage, and there was no reason why I should go home a failure. I will not tell you of the struggles against my position. Suffice it to say I am head driller on this well and that I am striking back at mischief as vigorously as it bestowed sledge-hammer blows on me two or three years ago.

"There had been a heavy storm one night at about midnight, and, as usual with the oil country residents, I arose any looked from the window to see if any tanks had been struck by lightning. A bright glare in the sky convinced me that a large tank of oil was on fire a few miles distant, and I went

and curiously were rife to see what he would do with her, but he made her fast and left her entirely alone until the curiosity had died away. Then he

MADE AN EXPERIMENT. He got into her and went under water and stayed there for an hour, steamed about and came back again. I got this information from a man who was on the grounds. I was also told that Pierpont Edwards was on the grounds, but have no proof of it. On the 4th of July he again went down in her, and, as near as I can learn, has never been heard from since. Mr. Edwards feared that she had been stowed in the hold of some ship and taken abroad. This is impossible, though, as there are only two derricks in the city that could lift her and properly lower her away. We own both derricks. She couldn't have been lifted by either of these means without our knowledge, so she must still be in port. She is a torpedo boat and could be tremendously effective in sinking vessels."

Superintendent Miller, who has charge of the iron works, says: "The machine was a complete success. A man in whom I have every confidence told me of some experiments that were starting in the extreme. He says, for instance, that she was

UNDER WATER FOUR HOURS at one time, and traveled seven miles without rising to the surface on another occasion. I can hardly credit this, though I admit that she might easily stay under water for, say, one hour. The power was estimated at about twelve horse-power, and she could make six miles an hour when submerged, with a moderate pressure. There was room inside for four men, and the appliances for working the torpedo were manipulated, of course, from within. She was a regular torpedo ram. She was well built, and could stand a heavy pressure, and I believe a man would be tolerably safe in her for a short time below the surface. She is a dangerous torpedo, and if she is as successful as I am told she is, would create terrible havoc among vessels, as she could dive under water and stay there several hours, moving about at will."

"When did you see her last?" "I have never seen her since she left our dock to go across the river."

THE REPORTER HUNTED UP MR. HOLLAND to-day in Newark. In the course of the interview he said: "I was a school teacher in St. John's Catholic school in Paterson, when I first conceived the idea of this boat. I unfolded my plans to two capitalists of Philadelphia."

"Do you object to giving their names?" "I do, emphatically."

"One of them," said the reporter, "was Dr. William Carroll, trustee of the Philadelphia skimming fund."

"How the deuce did you find that out?" "I was afterwards told me by the Philadelphia skimming fund."

"I pushed ahead with the work, which I did. I was very much amazed, when I began to build, at the interest manifested in my work. I said it was for the Turks at one time, and for the Russians at another, because I didn't care to tell who it was for. In fact, it was for myself. When I was half through with the work I had to fight one of my riveters, who gave it as his opinion that the thing was for the Fenians. But

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On seating yourself at the table draw off your gloves and put them in your lap under your napkin. Do not put them in the gravy, as it would ruin the gloves and cast a gloom over the gravy. If you have just cleaned your gloves with benzine you might leave them out in the front yard.

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